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COUNTRY East GermanyTOPIC Oranienburg AirfieldEVALUATION PLACE OBTAINED

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DATE OF CONTENT DATE OBTAINED DATE PREPARED 18 April 1955REFERENCES PAGES 4 ENCLOSURES (NO. & TYPE) REMARKS This is UNEVALUATED Information

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1. Aircraft and air activity observed on Oranienburg airfield between 17 February and 18 March 1955;

21, 24, 26 February and 1 March. There was local flying by up to 4 Po-2s and 1 Yak-14

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On 21 February, a tractor towing a wooden snowplow cleaned the runway. On 24 February, a Li-2 landed at the field coming from the north. No other aircraft were observed at the field except for the 4 Po-2s and 1 Yak-14.

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3 to 8 March. Individual flights were made by 3 Po-2s on 3 March.

9 to 18 March. Individual flying was practiced by 3 Po-2s and 1 Yak-14. ¹

2. Shipments

Between 17 February and 18 March, the following shipments were noted:

21 February, 1 gondola car with lumber

1 March, 1 flatcar with long timber

4 March, 4 to 6 railroad tank cars on the spur track to the field

14 March, 5 railroad tank cars on the spur track to the field

16 March, 5 boxcars on the railroad siding; loading or unloading operations were not observed.

17 March, 6 boxcars on the railroad siding; content of car unidentified. ²

3. Weisse Stadt restricted area

No special observations were made in the Weisse Stadt restricted area on 4, 5, 8, 11 and 14 March. The sentry at the northern gate wore black-bordered blue epaulets. The upper floor of the

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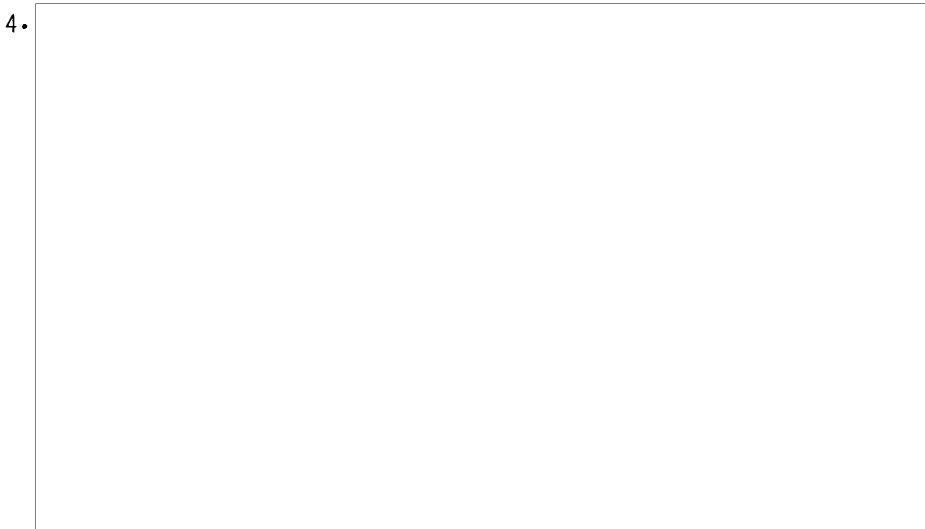
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was fully occupied. Many EM were seen preparing the beds. There was little personnel and vehicular traffic. On 14 March, truck [] was observed. 3

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5. The hangar at Oranienburg airfield was intended to be again entirely glazed. The southwestern annex was to house the flight control station.

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6. Weisse Stadt restricted area

The following observations were made in the Weisse Stadt restricted area between late February and 8 March 1955:

The third story of building No 29 was occupied by a newly arrived air force unit and the second story of the same building was occupied by Air Force Unit Koslov which had previously been quartered in building No 2. The EM and officers quartered in one section of building No 1 presumably belonged to the unit under the command of Captain Ilyashuk (fnu). They apparently belonged to the flying personnel at the field because 14 officers wearing flying suits and carrying map cases left the building at about 1720 on 3 March and went toward the airfield. After about one hour, 4 aircraft took off in rapid succession and circled over Oranienburg for a long time. The assumption voiced on 23 February that the Topographic Section Kuleshov would leave the field was confirmed. On the morning of 24 February, buildings Nos 3 and 5 were vacated by this unit. From talks with several construction leaders of the Special Construction Bureau Eberswalde it was inferred that the vacated billets were to be renovated and subsequently would be taken over by the Soviet Air Force. Renovation work was done in buildings Nos 8, 25 and 26. Craftsmen employed there stated that buildings Nos 25 and 26 were intended to be occupied by air force officer dependents. Reconstruction work was done on buildings Nos 32 and 33 which were also intended to be occupied by officer families. 3

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8. From 21 to 28 February and from 2 to 13 March, the only air activity observed took place on 21 and 26 February and on 10 March. About noon on 10 March, a Li-2 transport was parked just south of the hangar. A total of 15 to 20 air force officers who had apparently arrived with the transport were carried from the airfield to Weisse Stadt by truck No B 1-64-69. All of the officers apparently wore new uniforms and carried small suitcases and document cases. 1

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9. Vehicular traffic.

Trucks [] left the airfield through the northern gate. Jeep [] moved to the Weisse Stadt Settlement. Between 0830 and 1115 on 26 February, at least 20 trucks and about 10 tank trucks were parked on the road at the field between the barrier at the northern entrance gate and the hangar. Some trucks were occupied by air force soldiers wearing fur-line jackets in addition to women in uniforms and civilian clothes, while other trucks were apparently loaded with equipment.

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Observations made later indicated that the motor vehicle column had moved into Weisse Stadt because many of the trucks were seen on Breitscheid Strasse. 4

10. Fuel shipments

On 14 March, nine railroad tank cars were observed on the easternmost end of the spur track on the airfield. Several semi-underground fuel containers were seen just east of the spur track. It was definitely noticed that at least 6 to 8 iron lids, presumably the covers of the filler necks, were open. This possibly could indicate that the fuel containers were being filled. 2

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11. Weisse Stadt restricted area

No special observations were made between 21 February and 14 March. The installation was still occupied by 300 to 400 men wearing black-bordered blue epaulets. Renovation work was not in progress and the windows on the eastern side of building No 29 (new number) were still covered with calcimine. 3

12. Between 24 and 28 February, there was only little air activity at Oranienburg airfield. It was rumored that the biplanes at the field would remain there only until approximately the second half of March 1955 because jet bombers were expected to arrive.¹
13. Between 24 and 28 February, members of an artillery unit with their dependents allegedly transferred from Weisse Stadt to Vogelsang. 3
14. During the period 2 - 18 March, the only air activity observed was local flights by 3 trainers on 14 March. On 18 March, the field was covered with snow and seemed to be deserted. 1

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1. Comment. Oranienburg airfield is still occupied by some Po-2s and 1 Yak-14. It is assumed that the arrival of the air force officers on the Li-2 on 10 March 1955 is connected with the expected occupation by an air unit. 25X1
2. Comment. The increased incoming shipments of fuel are also believed to be connected with an occupation in the near future. The fuel dump was fairly definitely filled. 25X1
3. Comment. Unit Koslov is believed to be the OATB of the expected air unit. Unknown is the assignment of Unit Ilyashuk and of Unit Trofimshuk. the latter of which is not mentioned in the present report. 25X1
- members of Unit Ilyashuk apparently fly the Po-2 aircraft, if Unit Trofimshuk is not quartered in building 1. Clarification on this question will only be possible if the Po-2 detail leaves the field in connection with the arrival of the expected air unit. The transfer of the Topographic Unit Kuleshov is considered to be confirmed. The information on the transfer of an artillery unit, presumably Unit Burakov, which had previously been quartered in building 9, has not yet been confirmed but is believed to be correct. 25X1

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